

HONG KONG GOVERNMENT
HAVING been REPLEN-
ISHED with a large as-
sortment of the latest European
and AMERICAN NOVELTIES,
we are prepared to execute
orders for FANCY WORK with
readiness and despatch; and at
very moderate rates.

China Mail Office:

VOL. XLIX. No. 9679.

九十九年二月四日

Established February, 1846.

The China Mail.

HONGKONG, MONDAY, FEBRUARY 19, 1894.

四百五十年

THE HONGKONG CHINESE MAIL.
報日字郵局
(Hongkong, N.Y. Tel. Tel. P.)
ISSUED DAILY.

CHIN CHU MAN,
Manager and Publisher.

SUBSCRIPTION:
One Dollar per year, or 10s per annum.
Long Distance 10s per annum,
including postage.

PRICE, \$2 PER MONTH.

Shipping.

Steamers.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

The Co.'s Steamship

Captain Davis, will be

despatched for the above

Port TO-MORROW, the 20th instant, at

Daylight.

For Freight or Passage, apply to

DOUGLAS LAPRAK & CO.,

General Managers.

Hongkong, February 19, 1894.

332

THE CHINA & MANIL STEAMSHIP
COMPANY, LIMITED.

FOR MANILA (DIRECT).

The Co.'s Steamship

Captain Taxier, will be

despatched for the above

Port on TUESDAY, the 20th instant, at

5 p.m.

This Steamer has Superior Accommo-

dation for Passengers, and is fitted with the

Electric Light.

For Freight or Passage, apply to

SHIEN & CO.,

General Managers.

Hongkong, February 19, 1894.

333

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUZ CANAL.

The Co.'s Steamship

Captain Jackson, will be

despatched for the above

Port on WEDNESDAY, the 21st instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, February 19, 1894.

334

MOGUL LINE OF STEAMERS.

FOR SHANGHAI, KOBE AND

YOKOHAMA.

The Steamer

Captain Wright, will be

despatched for the above

or about WEDNESDAY, the 21st instant.

For Freight or Passage, apply to

DODWELL, CARILL & CO.,

Agents.

Hongkong, February 19, 1894.

335

CHINA NAVIGATION COMPANY,
LIMITED.

FOR TIENTSIN.

The Steamship

Kingston, Captain Overseas,

will be despatched for the above

Port on THURSDAY, the 22nd instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, February 19, 1894.

336

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Corps & Passengers through ports

for MINGPO, CHFOO, NEW T

CHWANG, TIENTSIN, HANKOW

and Ports on the YANGTZE.)

The Co.'s Steamship

Nymphe, Captain Nelson, will be

despatched above on

THURSDAY, the 22nd instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, February 19, 1894.

337

FOR SINGAPORE AND HAMBURG.

(Caking of NAPLES for landing Passengers

of sufficient indumentum.)

(Taking Corps at various ports in

ANTWERP, AMSTERDAM, ROTTER-

DAM, LISBON, OPORTO, LONDON,

LIVERPOOL AND BREMEN.)

The Steamship

Capo, Captain J. Voss, will be

despatched for the above

Ports on SATURDAY, the 24th instant,

at noon.

This Steamer has superior Accommo-

dation for Fifth and Second Class Passengers

and carries a Doctor.

For Freight or Passage, apply to

SIMMSEN & CO.,

Agents.

Hongkong, February 19, 1894.

338

WARRACK' LINE OF STEAMERS.

FOR NEW YORK VIA SUZ CANALS.

The Steamship

Cape J. C. Warrack, E.N.P., will be despatched for the above

Port on about the 24th instant.

For Freight or Passage, apply to

DODWELL, CARILL & CO.,

Agents.

Hongkong, February 19, 1894.

339

SHIRE LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

The Steamship

Diligent, Captain D. J. Anderson, will be despatched for the above

Ports on or about the 10th Proxime.

For Freight or Passage, apply to

DODWELL, CARILL & CO.,

Agents.

Hongkong, February 19, 1894.

340

CHINA NAVIGATION COMPANY,
LIMITED.

FOR PORT DARWIN, QUEENSLAND

PORTS, SYDNEY & MELBOURNE.

The Co.'s Steamship

G. R. G. Commerca, will be despatched as

above on WEDNESDAY, 28th instant.

The attention of Passengers is directed

to the Superior Accommodation offered

by this Steamer. First-class Saloon

is situated forward of the Engine

A. D. Dining-room. Chamber receives the

supply of Fresh Provisions during the

entire voyage. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, February 19, 1894.

341

CALBECK, MACGREGOR &
Co.

Wine and Spirit Merchants,

13, Queen's Road.

Hongkong, August 15, 1891.

1613

The China Mail.

Established February, 1846.

HONGKONG, MONDAY, FEBRUARY 19, 1894.

四百五十年

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General Managers.

Hongkong, February 19, 1894.

333

Mails.

NOTICE.
COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS POSTE FRANCAIS.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, SUZU,
POET SAID,
MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, LONDON,
HAVRE AND BORDEAUX:
ALSO
PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 21st February, 1894, at Noon, the Company's S.S. OCEANIAN, Commandant SCHERZ, with MAIIS, PASSENGERS, SPECIE, and MARCH, will leave this Port for the above places.

Cargo and Specie will be registered for London and specie will be accepted for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 20th February, 1894. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, February 7, 1894. 265

Entertainments.

HONGKONG AMATEUR DRAMATIC CLUB.

A SPECIAL PERFORMANCE OF

'PRINCESS TOTO'

will be given at the THEATRE ROYAL, CITY HALL, ON

SATURDAY,

24th February, 1894, at 9 p.m. precisely.

Books of the Words of the Songs can be obtained (price 10 cents), at the Booking Office, Messrs. LANE, CRAWFORD & CO., Queen's Road Central.

Hongkong, February 15, 1894. 320

HONGKONG ATHLETIC SPORTS.

To be held on the RACE COURSE on SATURDAY, the 10th of March, 1894, Commencing at 1.30 p.m.

PROGRAMME.

1. 120 Yards' Flat Race (Handicap).
2. Throwing the Cricket Ball.
3. Long Jump.
4. Quarter mile (Handicap), Soldiers, Sailors, and Police.
5. Bicycle Race, 1 mile (Scratch).
6. High Jump.
7. Ladies' Purse, Half mile (Handicap).
8. Veterans' Race.
9. 100 Yards' Challenge Cup.
10. Top-of-Wat.
11. Hurdle Race (100 yards, 10 flights).
12. Quarter-mile Flat Race.
13. Miles' Flat Race (Handicap), Soldiers, etc.
14. Miles' Flat Race.
15. 200 Yards' (Handicap).
16. Consolation Race (120 yards).
17. Steeplechase.
18. Mile Bicycle Race (Handicap).
Nos. 4, 5, 13, and 18 are open events. Entry forms can be obtained after the 10th of FEBRUARY, 1894, at the VICTORIA RECREATION CLUB, QUAKER BAY ATHLETIC CLUB, HUNGHOM DOCKS, or at the undersigned, and must be sent in not later than February 25th, 1894.

A. DENISON,
Hon. Secretary,
H.K.A.C.
Hongkong, February 1, 1894. 266

To Let.

TO LET.
From 1st March, 1894.

THE PREMISES at QUEEN'S ROAD CENTRAL, No. 12, previously occupied by the PACIFIC MAIL AND OCEANIC & ORIENTAL S.S. CO.

Apply to G. C. ANDERSON,
13, Praha Central.
Hongkong, January 5, 1894. 41

HOUSE TO LET.
FURNISHED OR UNFURNISHED.

STEWART TERRACE, PEAK.

Apply to DOUGLAS LAPRAIK & CO.

Hongkong, January 2, 1894. 12

To-day's Advertisements.

STRAITS FIRE INSURANCE COMPANY, LIMITED.

THE Annual General MEETING of this Company will be held at the HEAD OFFICES, SINGAPORE, on THURSDAY, 22nd March at Noon. The Transfer BOOKS of the Company will be CLOSED from 9th to 22nd March, both days inclusive.

By Order of the Directors.

W.M. MAGRAN,
Agent,
HONGKONG BRANCH.
Hongkong, February 19, 1894. 344

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCOUPTA, PENANG AND SINGAPORE.

THE Company's S.S. Wingang having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. of the 21st Inst., will be landed at Consigned's risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countermanded by JARDINE, MATTHESON & CO., General Managers.

Hongkong, February 19, 1894. 340

To-day's Advertisements.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 7 PER CENT. per Share for the Six Months ending 31st December, 1893, declared at Monday's Ordinary Yearly Meeting, will be PAYABLE at the Premises of the Hongkong and Shanghai Banking Corporation, on and after TUESDAY, the 20th February, and SHAREHOLDERS are requested to apply to DIVIDEND WARRANTS at the Company's Office, No. 14, Praha Central.

By Order of the Board of Directors,

D. GILLIES,
Secretary.

Hongkong, February 19, 1894. 343

A NAMBULAN LECTURE

OFFICERS AND SEAMEN
will be given by DR. JAMES CANTILE, F.R.C.S., ON

'First Aid to the Injured,' at the SHAMANS READING ROOM, WEST POINT.

TO-MORROW, 20th February, at 8 p.m.

Hongkong, February 19, 1894. 348

To-day's Advertisements.

HONGKONG JOCKEY CLUB.

RACE MEETING, 1894.

THURSDAY, FRIDAY & SATURDAY,

the 22nd, 23rd, and 24th February.

TICKETS of ADMISSION to the GRAND STAND and ENCLOSURE may be obtained from MESSRS. HULL & WALKER LTD., Price, 3/- for the Meeting.

Price of the Day may be purchased at the Gates, 2/- each.

No one admitted without a Ticket, to be shown to the Ticket Inspector at the Gate.

The LADIES are invited to the GRAND STAND and ENCLOSURE During the Races.

T. E. HOUGH,
Clerk of the Courses.

Hongkong, February 19, 1894. 348

HONGKONG JOCKEY CLUB.

NO SERVANTS will be allowed inside Enclosures of the Racemarcs during the Race Days without Tickets, which can be had on application from the Under-signed.

T. E. HOUGH,
Clerk of the Courses.

Hongkong, February 19, 1894. 349

INSURANCE HOLIDAYS.

HONGKONG RACES.

NAVAL CONTRACTS, 1894-95.

SEALED TENDERS, in Duplicate, will be Received by the Naval STOREKEEPER, H. M. Naval Yard, until 10 a.m.

on WEDNESDAY, the 28th Instant, from Persons desirous of SUPPLYING the Undersigned ARTICLES for the Use of H. M. Navy for the Year 1894-95:

BISCUITS, RAISINS,
SOFT BREAD, HONEY,
FLOUR, SUGAR,
FRESH BEEF, FRESH MILK,
WORSTEDS, AND
POTATOES, WATER for Drinking and Boilers.

Printed Forms of Tenders and further Particulars can be obtained at the Naval STOREKEEPER'S OFFICE.

The right to reject the lowest or any Tender is reserved.

HONGKONG, VICEDWELL YARD,
19th February, 1894. 342

PUBLIC AUCTION OF

CHINESE CURIOS AND OLD EMBROIDERIES.

THE Undersigned has received instructions to Sell by Public Auction, on

TUESDAY,

the 27th February, 1894, commencing at 2.30 p.m. at his Sales Rooms, Duddell Street;

(Just received from the North),

A VERY FINE COLLECTION OF

CHINESE CURIOS, ETC., comprising:-

OLD PORCELAIN PLATES, DISHES,
VASES, JARS, ETC. IN FIVE-COLORED, BLUE,
BLACK, APPLES-GREEN, BROWN AND WHITE,
etc. FROM THE MING DYNASTY, BEING
KANGXI AND KIENLUNG TO MORE
MODERN DATES.

VERY FINE PEKIN SNUFF BOTTLES,
OLD CLOISONNE, OLD SOO-
CROW, LAQUER, OLD BRONZES,
CARNELIAN AND RIMOCHE-ROSES,
BLACK AND WHITE, AND FIVE-COLORED
SCREENS, HAWTHORN VASES.

ONE VERY FINE BLUE AND WHITE
KANGXI SCREEN.

ONE EXCEPTIONALLY FINE LOT OF
OLD SILK EMBROIDERIES.

And

OTHER CURIOS.

Catalogues will be issued shortly, and the Lots will be on view from Friday, the 23rd Instant.

TERMS OF SALE.—As customary.

GEO. P. LAMMERT,
Auctioneer.

Hongkong, February 19, 1894. 345

DOUGLAS SHIPMENT COMPANY,
LIMITED.

Not Responsible for Debts.

FOR SWATOW, AMOY & FOOCHEW.

The Co.'s Steamship Hailong, Captain Horatio, will be Dispatched for the above Ports on THURSDAY, the 22nd Instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO.,
General Managers.

Hongkong, February 19, 1894. 338

COMPAGNIE DES MESSAGERIES MARITIMES.

STEAM FOR HAIPHONG (DIRECT).

(Taking Passengers and Cargo for TOURAN & QUINON.)

The Co.'s Steamship Haiphong, Capt. G. L. Gillies, will leave for the above Ports on THURSDAY, the 22nd Instant, at 3 p.m.

For Freight or Passage, apply to

G. DE CHAMPEAUX,
Agent.

Hongkong, February 19, 1894. 339

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCOUPTA.

The Co.'s Steamship Wingang, Capt. D. A. de S. Croix, will be Dispatched above on FRIDAY, the 23rd Instant, at 4 p.m.

For Freight or Passage, apply to

JARDINE, MATTHESON & CO.,
General Managers.

Hongkong, February 19, 1894. 340

CHINA NAVIGATION COMPANY, LIMITED.

FOR KORE (DIRECT).

The Steamship Wingang, Capt. William, will be Dispatched on FRIDAY, the 23rd Instant, at 4 p.m.

For Freight or Passage, apply to

BUTTERFIELD & SWINE.

Agent.

Hongkong, February 19, 1894. 341

To-day's Advertisements.

STRaits FIRE INSURANCE COMPANY, LIMITED.

THE Annual General MEETING of this Company will be held at the HEAD OFFICES, SINGAPORE, on THURSDAY, 22nd March at Noon. The Transfer BOOKS of the Company will be CLOSED from 9th to 22nd March, both days inclusive.

By Order of the Directors.

W.M. MAGRAN,
Agent,
HONGKONG BRANCH.

Hongkong, February 19, 1894. 344

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FROM CALCOUPTA, PENANG AND SINGAPORE.

THE Company's S.S. Wingang having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. of the 21st Inst., will be landed at Consigned's risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countermanded by JARDINE, MATTHESON & CO., General Managers.

Hongkong, February 19, 1894. 340

THE CHINA MAIL.

At a Court Martial held on board the *Victor Emmanuel* to-day, W. Lane, A.B., of the *Leander*, was tried for striking the Master-at-arms of that vessel, and sentenced to twelve months' imprisonment. Capt. MacLeod, of the *Pallas*, was president of the Court.

The Freemasons of the Eastern Archipelago have in contemplation the presentation of a portrait to their Distrait Grand Master, H. E. Sir Charles Warren, on his leaving the district in April.

One of the most remarkable sights during the Chinese New Year holidays at Kuala Lumpur, says the Singapore Free Press, was the enormous quan of the ships stored in the premises of the Captain China awaiting export, the estimated value of which was not less than \$200,000.

HONKONG AND WHAMPOA DOCK COMPANY.

The ordinary annual meeting of the Honkong and Whampoa Dock Company was held at the offices of the company this afternoon. M. H. Hopkins, (Chairman of the Company) presided, and there were also present: Messrs J. S. Van Buren, G. B. Dodwell, O. Janzen, J. Kramer, Hon. J. J. Keawick, (Directors); G. Murray Bain, J. M. G. Manuk, E. Jones Hughes, A. G. Wood, J. McCallum, and Mr. D. Gillies (Secretary).

The Chairman said—Gentlemen, you will no doubt all have perused the Report and Accounts for the past half year now before you and I trust found them satisfactory—although our earnings have been somewhat smaller than during the previous six months, which were exceptionally good.

We propose to pay you again a dividend of 7 per cent, write off a substantial sum from

the value of our own vessel and from the value of Kowloon and Esplanade Docks and carry forward \$33,974.46 to

new account with a view to make sure of an equally good dividend for the current half year. The Admiralty Loan amounting now to £15,248.18d has been adjusted at the exchange of 2/3d, involving a loss of \$451.88, which has been charged to Revenue account, and unless a reduction takes place in the gold value of our currency, we shall have to make further provision in our next accounts, I am sorry to say. The cost of material on hand stands at \$70,000 higher than six months ago, as we have added considerably to our stocks during the period under review; and as we shall not require any further large supplies for some time to come, we expect to be able to reduce our local loans again before long. I may mention, that this stock of material has been carried forward at its original cost, and as a large portion of it was laid down here when the dollar was worth over 8s, it now represents a most valuable asset of our company and enables us to serve our customers on very moderate terms. I do not think that I have anything further to add to the Report and Accounts, but before proposing their adoption, I shall be glad to answer any questions which you may wish to put with reference to the same.

On the motion of the Chairman, seconded by Mr. Murray Bain, the report and accounts were unanimously adopted.

The next business was the re-election of the various Directors, Messrs Hopkins and D. H. Sisson.

Mr. Wood proposed the re-election of these gentlemen and was seconded by Mr. Jones Hughes.

The proposal was adopted motion.

On the motion of the Chairman, seconded by Mr. McCallum, the Hon. J. J. Keawick was unanimously elected to fill the vacancy in the Board of Directors caused by the departure of Mr. J. J. Bell Irving.

Messrs T. Arnold and S. G. Bird were unanimously elected auditors, on the motion of the Chairman, seconded by Mr. Van Buren.

This concluded the business.

THE COLLISION OFF BREAKER POINT.

NAVAL COURT OF INQUIRY.

At the Harbour Master's Office this morning a Naval Court of Inquiry sat for the purpose of making inquiries respecting the circumstances connected with the collision between the British steamer *Hangchow* and an unknown vessel, whereby the former sustained material damage. The Court was constituted as follows:—Commander R. M. Ramsey, R.N., Subsidary Magistrate (President); Staff-Commander Salib Liddle, R.N., H.M.S. Victor Emmanuel; Mr. D. R. Hill, master, steamer *Tacoma*; Mr. De Ste. Croix, master, steamer *Wingsong*; and Mr. H. Deans, master, steamer *Tachow*.

Charles James Derby, stated—I am master of the steamer *Hangchow*, and hold a master's certificate. I have been in command for sixteen months. We left Hongkong on February 7, light, in ballast, bound for Shanghai. Leaving here at daylight we proceeded all way till 9.30 p.m. that day when Breaker Point was abreast, distance 4½ miles N.W. & W. I then wrote the night order book course E. by N. N. S. compass, and to sail as when the Lampong light bore N.E. by N. N. by compass. I then retired to the chart room till such time as I was called to alter the course. About 11.15, I was aroused by the ship breaking off, and hearing the telegraph at the same time. I rushed on deck, and saw in the darkness a vessel across our bows. We had a moderate moonrise up to Breaker Point, at this point the sea began to rise, and at the time of the collision it was blowing a moderate gale. I did not know where we had been a collision, when I rushed on deck, I noticed the telegraph was at stop, and seeing the vessel across our bows I naturally put the telegraph to full speed astern, at the same time ringing out for the second officer. Who was called to the helm, and when I heard the signal, the situation at first, and when I saw the other vessel had cleared our ship I went ahead astern. We were heading about N. and she was heading E.S.E. Before sending her ahead I sent for the chief officer, who went forward to see what damage was done. Then I lost sight of the other steamer. All his lights were shut out, and he had no lights showing astern. The ship was laboring very heavily and it was impossible to stand on deck. The sea was on our beam. I kept going ahead slowly to bring her up to the port bow. A few minutes afterwards—about 5 or

6 minutes after she had crossed our bows I saw on a time charter to bring our ship into port to be docking. I told

the captain that if he wished me to go I would go in a boat to the other ship. At the time I did not think it was possible to get off a boat. When I looked over the bow I saw what I thought was a large piece of timber, but it must have been the hull I saw.

The President.—The mystery of the whole thing is what became of the other ship, and that unfortunately, is what we cannot get any information upon. You all saw the lights, but nobody seems to have taken any "grit" (not of) the other vessel. Everybody interested seems to have been doing something else.

Witness (resuming).—When I came on deck after our ship was headed north and was going slow.

Had you any consultation about the other ship with the rigging? Yes. The captain asked me what I thought had become of the other vessel, and seeing nothing of her and hearing no explosion I concluded there was nothing wrong.

That was all the information given to this ship—burning a blue light, putting a light over the stern, and another on the starboard bow. I thought he was heading off to the port bow. I went forward several times to see how the work was progressing. After 2 o'clock, failing to see anything of the other vessel, I consulted with my officers, and were ready to make for Hongkong. The chief officer and I were both of opinion that the other ship was gone.

What damage did you find your ship had sustained?—Witness put in a letter from Mr. R. Cooke, who afterwards surveyed the ship. The letter was read by the President as follows:—

Capt. Derby, Hongkong, 17th February, 1894.

Sir,—At your request I have examined the damage to the bows of your vessel caused by the collision. I have also

examined the damage to the hull forward.

I find a part of the stem, from the 20 feet mark to the 16 feet mark, broken and lost, the plates, frames and stringers at the same part are torn away for a distance of 5 feet; and from the 16 feet mark downwards the plates are fractured and bulged inwards; the remaining part of the stem down to the 6 feet twisted and set over to starboard about 9 inches, the forecastle open to the sea and the collision bulkhead strained and bulged off; and the

hull strained and twisted at the point of entry.

It is necessary I shall be happy to attend you to give evidence as to the state of your vessel.

Capt. Derby.—I am sorry to say that we have added considerably to our stocks during the period under review; and as we shall not require any further

provision in our next accounts, I am sorry to say. The cost of material on hand stands at \$70,000 higher than six months ago, as we have added considerably to our stocks during the period under review; and as we shall not require any further

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THE CHINA MAIL.

No. 9679.—FEBRUARY 19, 1894.

Mails.

U. S. Mail Line.
FIC MAIL STEAMSHIP COMPANY.
VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
City of Peking (via Nagasaki, Kobe, Friday, Feb. 23, Island Sea and Yokohama).....

China (via Nagasaki, Sasebo, Wednesday, Mar. 7, Yokohama and Honolulu).....

Pew (via Nagasaki, Saturday, Mar. 24, Kobe, Island Sea and Yokohama).....

THE U. S. Mail Steamship CITY OF PEKING will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on FRIDAY, 23rd February, at Daylight, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

First Class Passengers have full choice of any of the Overland Routes, including CENTRAL PACIFIC, SOUTHERN PACIFIC, UNION PACIFIC, NORTHERN PACIFIC, and DENVER and RIO GRANDE RAILWAYS. They can also travel over the CANADIAN PACIFIC RAILWAY, on payment of \$10 in addition to the regular tariff rate.

Particulars of the various routes can be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Dominica, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcels will be received at the office until 6 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Conular Invitations to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office in Seated Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central, J. S. VAN BUREN, Agent.

Hongkong, February 1, 1894. 233

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

Tacoma | Tuesday | February 27.
Monday | Tuesday | March 20.
Victoria | Tuesday | April 10.

THE Steamer TACOMA, Captain J. H. Hulz, sailing at Noon, on TUESDAY, the 27th February, will proceed to VICTORIA, B.C., and TACOMA via SHANGHAI INLAND SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

General Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of The Freight Agent Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office with address marked in full by 5 p.m. on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARRILL & CO., Agents.

Hongkong, January 24, 1894. 171

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT,

MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for ROME, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamer ROSETTA, Captain G. Gann, carrying Her Majesty's Mail, will be despatched from this for BOMBAY, on THURSDAY, the 1st March, at Noon, taking Passengers and Cargo for the above Ports. (This Steamer connects at Bombay with the Steamship OLYME, which Vessel takes her Cargo for LONDON, via SUEZ and CANAL, leaving that port on the 24th MARCH, 1894).

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

A. M. MARSHALL, for Superintendent.

P. & O. S. N. Co.'s Office,

Hongkong, February 15, 1894. 319

Mails.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUZU, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTO PORTS;

ALSO,

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON MONDAY, the 5th day of March, 1894, at 3 p.m., the Company's Steamer HAYDEN, Capt. SCHNEIDER, with MALES, PASSER, REES, SPEELE, and CARGO, will leave this port above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on SATURDAY, the 3rd March, Cargo and Specie will be received on board until Noon on MONDAY, the 5th March, and Parcels will be received at the Agency's Office until NOON on SUNDAY, the 4th March. Contents of Packages are required. No Parcel Receipts will be signed at less than \$2, and Parcels should not exceed Two Feet Cubic in measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

For further Particulars, apply to

MELOHERS & CO., Agents.

Hongkong, February 12, 1894. 301

Intimations.

NGAI SHANG,

20, QUEEN'S ROAD CENTRAL,

BATTAN FURNITURE of Every Description.

CHAIRS, COUCHES, TABLES, BASKETS,

CHILDREN'S OCTS., &c., &c.

Latest Patterns, Best Workmanship.

ALSO

Rattan Core, Split Rattan, Canton Reed

and Sundries of all kinds.

Hongkong, November 17, 1893. 1827

For Sale.

JAPAN HAND-MADE PAPERS.

JAPAN PRINTING PAPERS.

JAPAN COPYING PAPERS.

JAPAN WALL PAPERS.

EX., **EX.**, **EX.**

TRIP VERY MODERATE.

ORDERS to be respectfully received by the Undersigned.

MITSUI BUSSAN KAISHA,

8, Queen's Road Central.

Hongkong, January 2, 1894. 1

AIL PROGRAMMES FOR SALE.

IN NEW SHADES AND PATTERNS.

DIAMONDS

AND

DIAMOND JEWELLERY

A Splendid Collection of the Latest London

Patent Jewellery.

1894.

SAFETY—SPEED—PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE.

VIA CANADA AND THE UNITED STATES.

(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 10 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF INDIA, Comdr. G. P. MARSHALL, R.N.R., WEDNESDAY, 21st Feb.

EMPEROR OF JAPAN, Comdr. G. A. LEWIS, R.N.R., WEDNESDAY, 21st March.

EMPEROR OF CHINA, Comdr. R. ARCHER-BRADLEY, R.N.R., WEDNESDAY, 11th April.

THE magnificient Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to a principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Government.

EXCURSION TICKETS to San Francisco Midwinter Fair, CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia via Honolulu, San Francisco to Sydney via Brisbane and Torres Straits, Good for 9 months.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARs AND MOUNTAIN HOTELS of the Line are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to D. E. BROWN, General Agent, PEDDER STREET.

Hongkong, January 24, 1894. 177

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into several Sections, commencing at Green Island. Vessels near the Hongkong shore are marked **A**, near the Kowloon shore **B**, and those in the body of the Harbour **C**.

Shipping or midway between each shore are marked **a**, in conjunction with the figures denoting the sections.

Section.	1. From Green Island to the Gas Works.	7. From Naval Yard to Blue Buildings.
2. From Gas Works to Jardine's Wharf.	2. From Blue Buildings to East Point.	8. From East Point to North Point.
3. From Jardine's Wharf to the Harbour Master's Office.	9. From Kelleys Island to North Point.	10. Kowloon Wharves.
4. From Harbour Master's Office to the P. & O. Co.'s Office.	11. From Kowloon Wharves.	11. From Pedder's Wharf to the Naval Yard.
5. From P. & O. Co.'s Office to Pedder's Wharf.		

6. From Pedder's Wharf to the Naval Yard.

7. From Naval Yard to Blue Buildings.

8. From Blue Buildings to East Point.

9. From East Point to North Point.

10. Kowloon Wharves.

11. From Kowloon Wharves.

12. From Pedder's Wharf to the Naval Yard.

13. From Naval Yard to Blue Buildings.

14. From Blue Buildings to East Point.

15. From East Point to North Point.

16. Kowloon Wharves.

17. From Kowloon Wharves.

18. From Pedder's Wharf to the Naval Yard.

19. From Naval Yard to Blue Buildings.

20. From Blue Buildings to East Point.

21. From East Point to North Point.

22. Kowloon Wharves.

23. From Pedder's Wharf to the Naval Yard.

24. From Naval Yard to Blue Buildings.

25. From Blue Buildings to East Point.

26. From East Point to North Point.

27. Kowloon Wharves.

28. From Pedder's Wharf to the Naval Yard.

29. From Naval Yard to Blue Buildings.